



# GEORGIA'S NEXT BIG INVESTMENT – MANAGED LANES?

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# INTRODUCTION AND OVERVIEW

- **What are Managed Lanes?**
- **Statewide Truck-Only Lanes Study**
  - **Matthew Fowler**
- **Metro Atlanta Managed Lanes System Plan**
  - **Andrew Smith**
- **Innovative Project Delivery**
  - **Darryl VanMeter**



# MANAGED LANES

The term *managed lanes* evokes different meanings and connotations depending on the public agency or individual project.

- **"Managed lanes" are defined as highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changing conditions. - FHWA**



# MANAGED LANES STRATEGIES



Lane Management Strategy

Pricing

Value Priced Lanes

Toll Lanes

HOT Lanes

Vehicle Eligibility

HOV Lanes

Truck Lane Restrictions

Use of HOV Lanes by Other Vehicle Groups

Multifaceted Managed Lane Facilities

Incorporates Multiple Lane Management Strategies

Access Control

Express Lanes

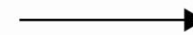
Reversible Lanes

Busways

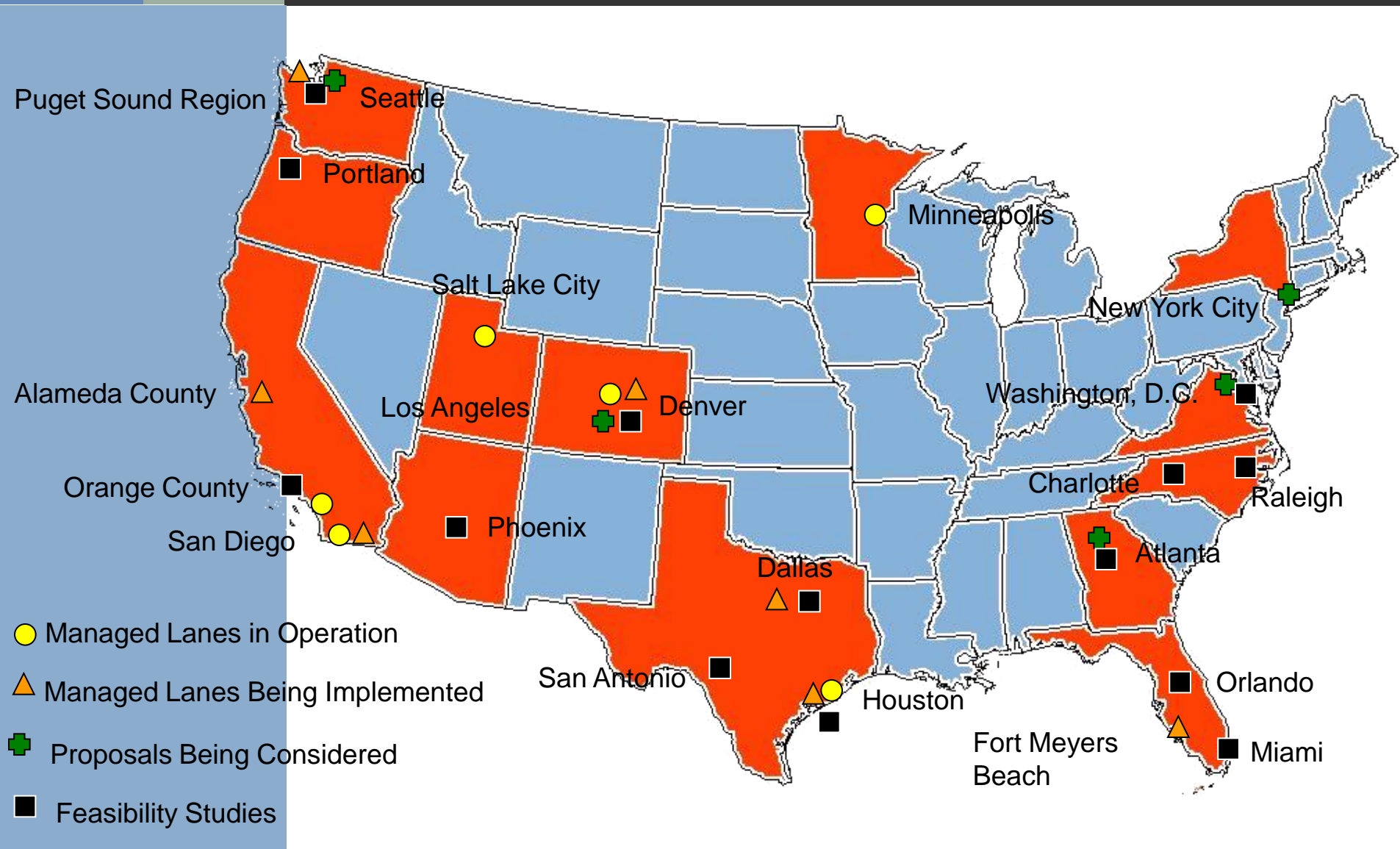
Transitways

Exclusive Truck Facilities

Increasing Complexity with Active Management



# MANAGED LANES IN THE US





# **STATEWIDE TRUCK LANES NEEDS IDENTIFICATION STUDY**



# **METRO ATLANTA MANAGED LANES SYSTEM PLAN**

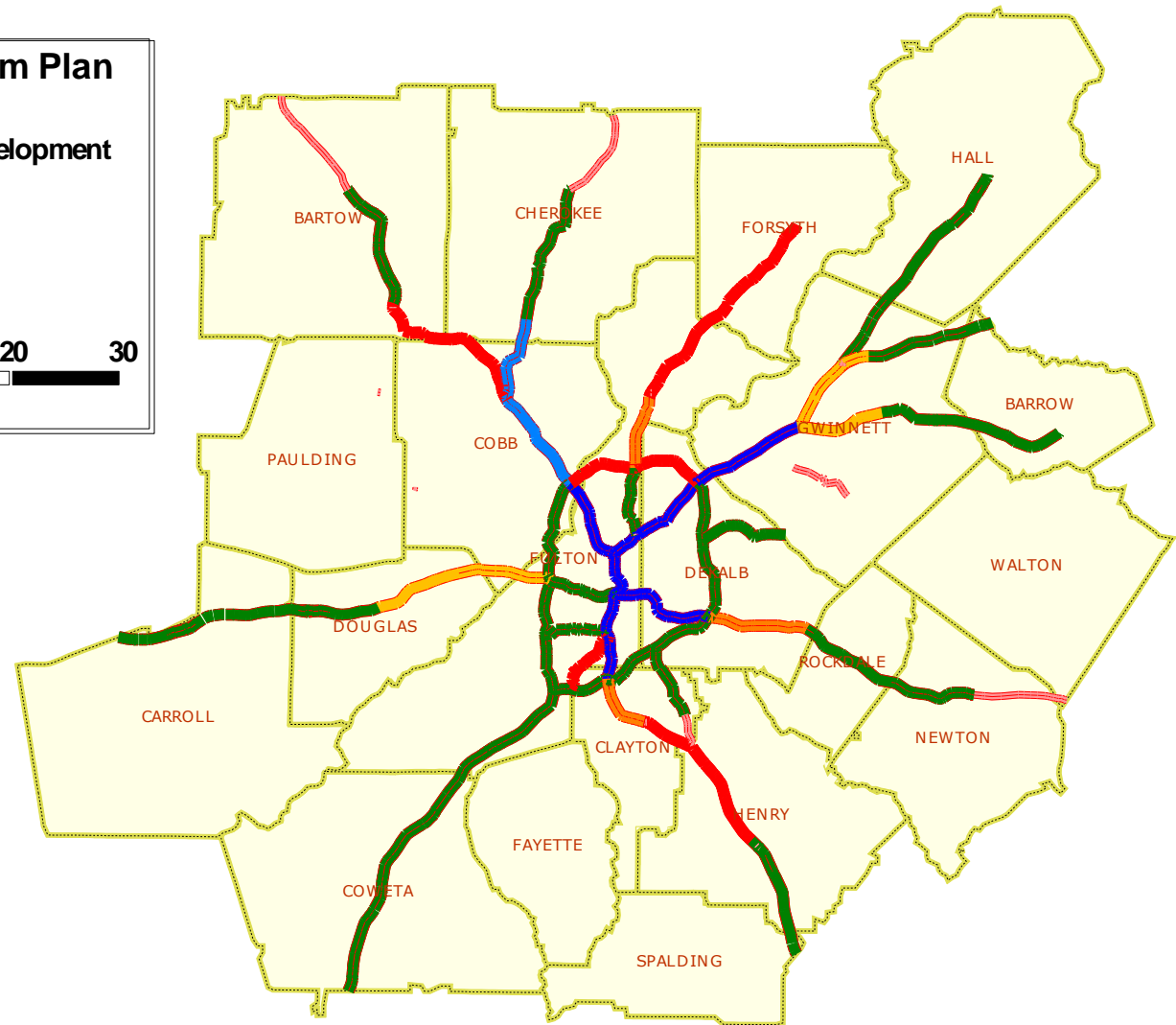
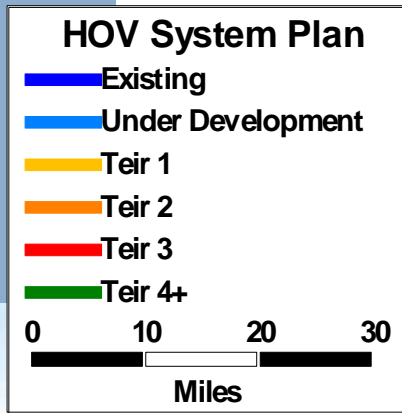
# GDOT HOV SYSTEM IMPLEMENTATION PLAN



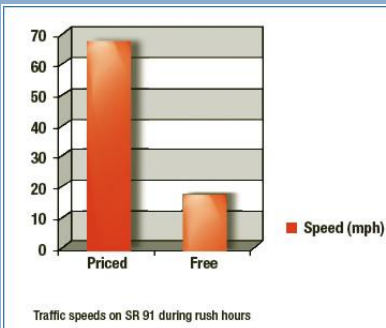
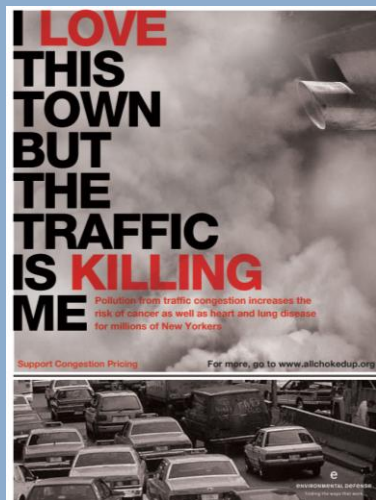
- High Occupancy Vehicle (HOV) lanes were a concept to promote car pooling and ride sharing
- Between 2001-2003, GDOT developed the *HOV Strategic Implementation Plan for the Atlanta Region* Study:
  - ✓ Purpose
  - ✓ Conclusions and Recommendations
  - ✓ Implementation



# GDOT HOV SYSTEM IMPLEMENTATION PLAN

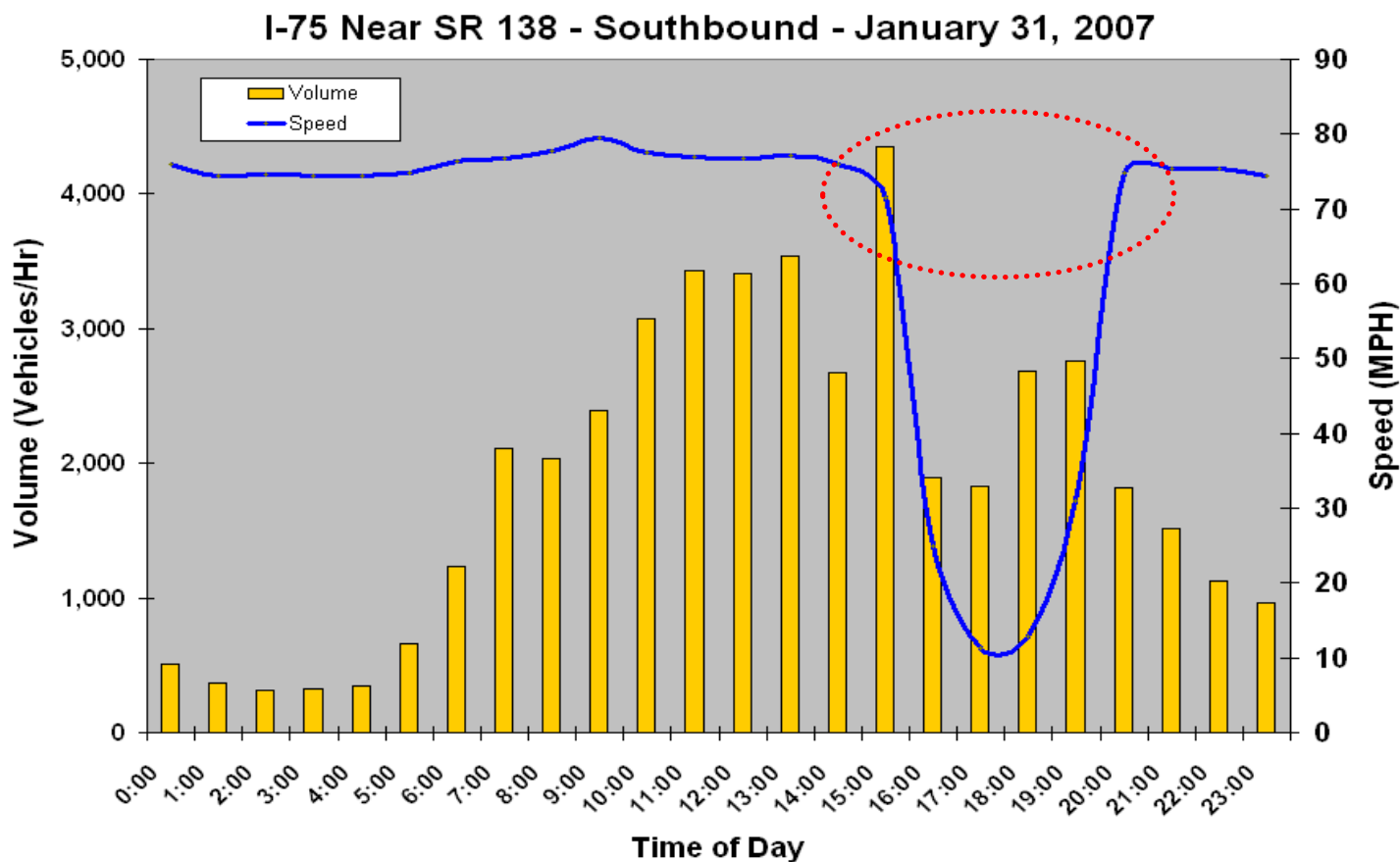


# GDOT HOV SYSTEM IMPLEMENTATION PLAN



# I-75 SOUTH PM PEAK PERIOD CASE STUDY

Speeds drop as volumes increase. Managed lanes allow you to maintain speeds and bridge the gap created in the afternoon commute.





# MANAGED LANE FORMS

- High Occupancy Vehicle (HOV) Lanes
- Truck Only Lanes (TOL)
- High Occupancy Toll (HOT) Lanes
- Express Toll Lanes (ETL)
- Truck Only Toll (TOT) Lanes
- Mixed ETL

## MANAGED LANE SYSTEM PLAN – BACKGROUND INFORMATION

- GDOT is currently developing a Managed Lane System Plan for the Atlanta Metro Area
- Utilize the HOV System Plan footprint
- Examine HOV conversions to HOT or ETL
- Truck Only Lane System included as part of the analysis
- Recognize and address the need for flexible infrastructure that provides mobility and value to Georgia long term

# MANAGED LANE SYSTEM PLAN – STUDY OVERVIEW

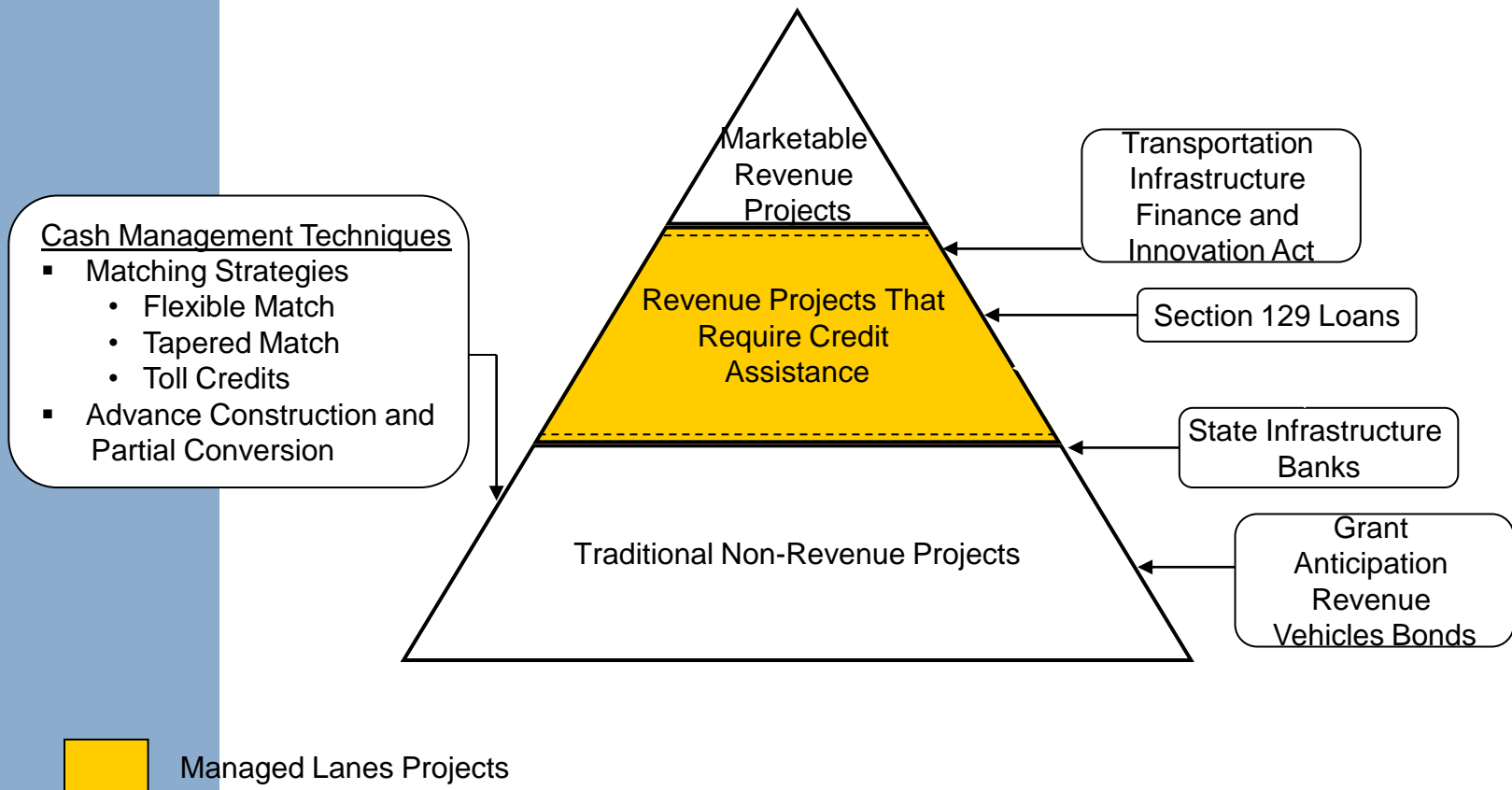
- The Managed Lane System Plan (MLSP) will accomplish the following objectives:
  - Discuss critical policy elements
  - Establish goals for managed lane investment at the corridor and system level
  - Determine appropriate lane management strategies
  - Establish performance measures
  - Evaluate at a concept level traffic and revenue potential
  - Establish preliminary concepts and costs
  - Establish implementation plan



# CURRENT FACTORS INFLUENCING MANAGED LANE INVESTMENT

- 
- Funding
    - Increasing Costs (ROW and Construction)
    - Revenue Generation
  - Policies – What do We Want Managed Lanes to Do?
    - Congestion Management
    - Maximize Throughput
    - Provide Multimodal Accommodations
    - Protect Mobility
    - Provide Mobility Choices
    - Address Freight Mobility
  - Public Acceptance

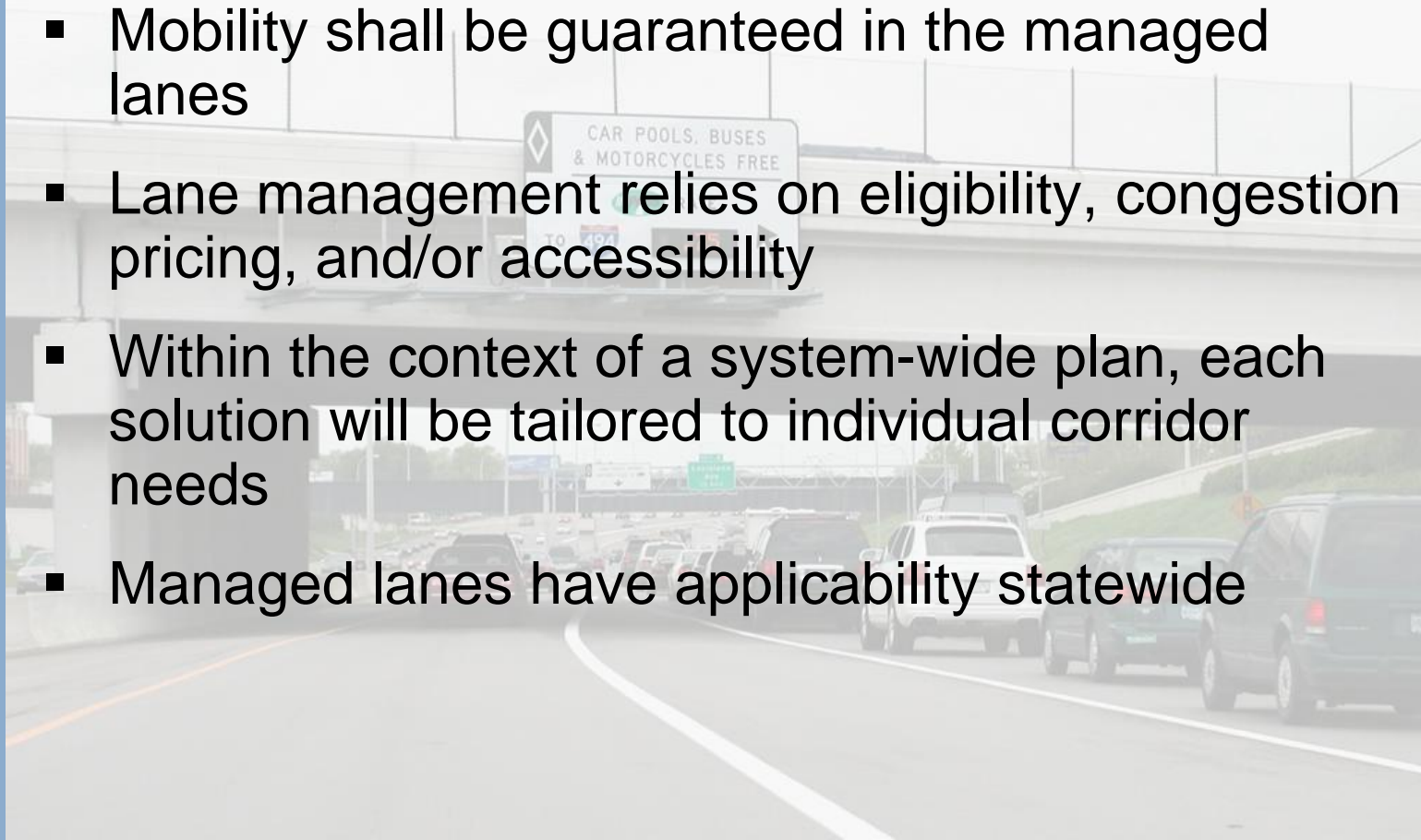
# FUNDING AND FINANCING STRATEGIES





# GDOT MANAGED LANE VISION

- All new capacity lanes within limited access corridors in Metro-Atlanta shall be managed
- Mobility shall be guaranteed in the managed lanes
- Lane management relies on eligibility, congestion pricing, and/or accessibility
- Within the context of a system-wide plan, each solution will be tailored to individual corridor needs
- Managed lanes have applicability statewide





# PROJECT IMPLEMENTATION

# WHY MANAGED LANES?

# NATIONAL TRANSPORTATION FUNDING

- A cash crunch is fast approaching!
- The federal tax on a gallon of gas has not risen in 14 years
  - Federal excise on a gallon of gas is 18.4 cents-per-gallon
  - People are demanding more fuel efficient vehicles
  - Self-service regular now tops \$3 a gallon – there is a concern that if prices continue to rise people will considered cutting back on driving – spending less money on fuel

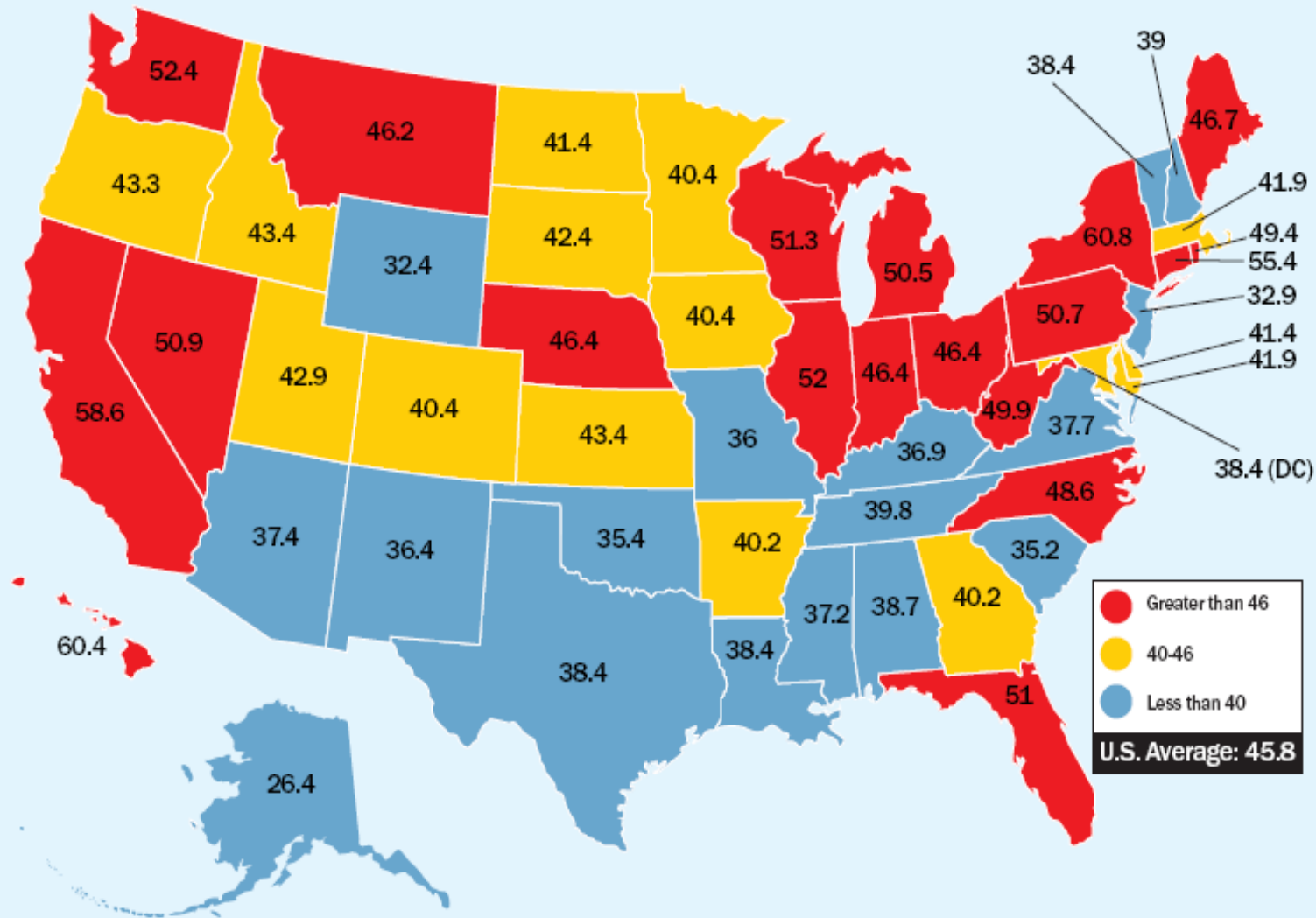
# NATIONAL TRANSPORTATION FUNDING

**\$0.46**

Misc.  
\$0.0915

State  
\$0.182

Federal  
\$0.184

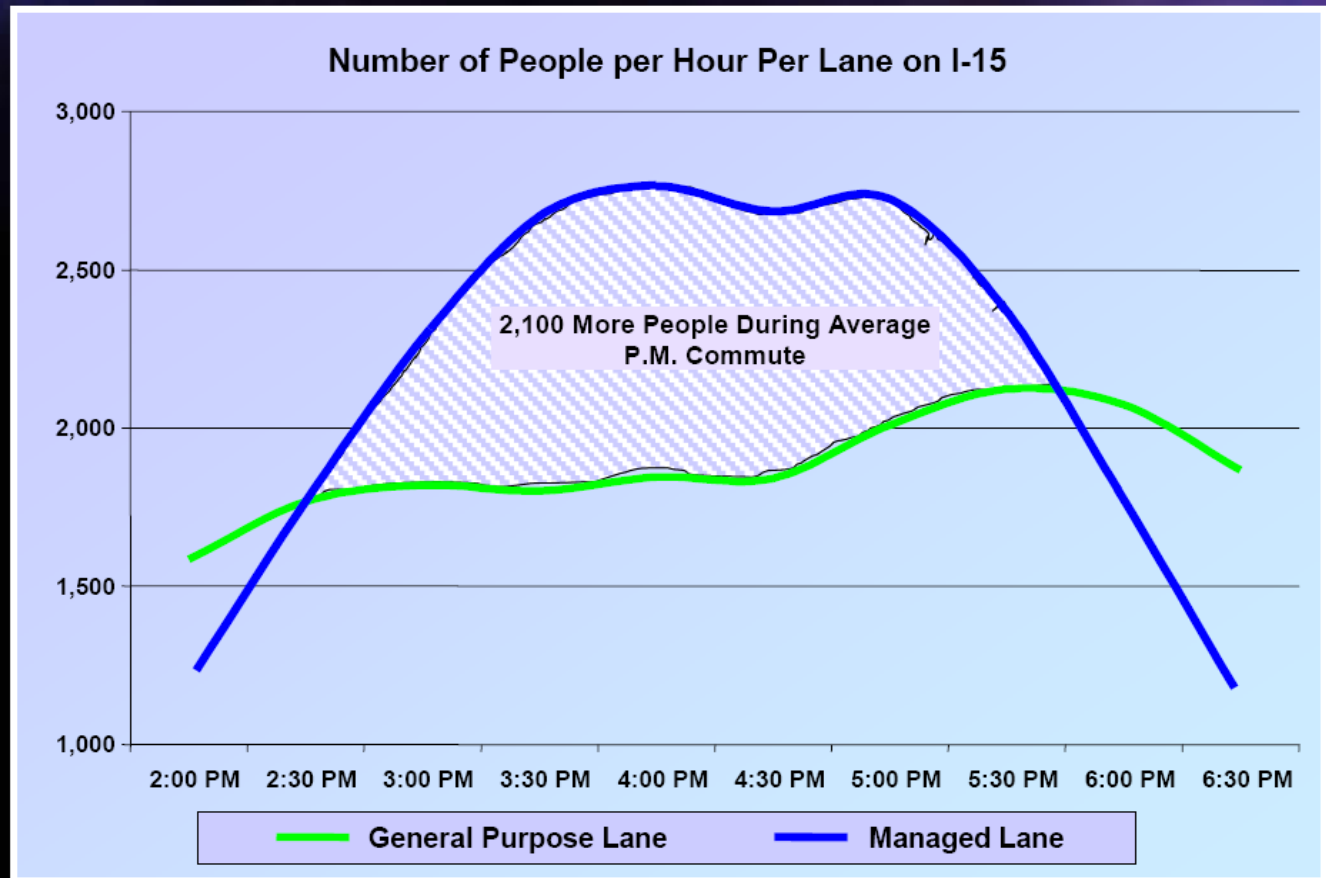


## ALTERNATIVE FUNDING

- Road User Charges – tolls can be used to raise revenue and can fluctuate for use on particular roads depending on the amount of traffic
- Other Excise Taxes – the federal government currently levies excise tax on the sale and use of heavy truck – this could be expanded to light truck and cars and could vary by weight
- Extending and Indexing Current Taxes

# MANAGED LANES PROVEN PERFORMANCE

## Peak Hour Throughput



- THANK-YOU!
- QUESTIONS AND ANSWERS